

### AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

#### LISTING OF CLAIMS

1. (Currently Amended) An engine control system for adjusting vehicle driveability based on an input from a vehicle operator, comprising:
  - a transmission;
  - a torque converter;
  - a throttle;
  - a selector switch having a plurality of selector settings corresponding to a plurality first and second of drive ~~modes~~ mode, said selector switch moveable between said plurality of selector settings by said vehicle operator; and
  - a controller that communicates with said selector switch and that includes a plurality of predetermined drive settings corresponding to said plurality first and second of drive ~~modes~~ mode;wherein said controller utilizes predetermined transmission shift points, torque converter slip and throttle position progression data based on a current selector setting chosen by said vehicle operator, wherein said first drive mode defines throttle positions that are greater than corresponding throttle positions of said second drive mode for pedal positions less than a first value and defines throttle positions that are less than corresponding throttle positions of said second drive mode for pedal positions greater than said first value.

2. (Original) The engine control system of claim 1, further comprising a mode display providing visual confirmation to said vehicle operator of said current selector setting.

3. (Original) The engine control system of claim 1 wherein said selector switch is an electrically-actuated switch.

4. (Original) The engine control system of claim 1 wherein said selector switch is a toggle switch.

5. (Original) The engine control system of claim 1 wherein said plurality of selector settings includes a setting option whereby said controller utilizes predetermined transmission shift points, torque converter slip and throttle position progression data based on driver input patterns to said throttle.

6. (Currently Amended) A method for adjusting vehicle driveability based on an input from a vehicle operator for a vehicle having a throttle, transmission and torque converter, said method comprising:

providing a selector having a plurality of driveability settings corresponding to a plurality of driveability modes;

determining a current driveability setting based on said selector;

utilizing predetermined transmission shift point data for said transmission based on said current driveability setting;

utilizing predetermined torque converter slip data for said torque converter based on said current driveability setting; and

utilizing predetermined throttle position progression versus pedal travel data based on said current driveability setting, wherein a first driveability mode defines throttle positions that are greater than corresponding throttle positions of a second driveability mode for pedal positions less than a first value and defines throttle positions that are less than corresponding throttle positions of said second driveability mode for pedal positions greater than said first value.

7. (Original) The method according to claim 6, further comprising displaying said current driveability setting to said vehicle operator.

8. (Original) The method according to claim 6 wherein said plurality of driveability modes correspond to various degrees of vehicle acceleration.

9 and 10. Cancelled

11. (New) A method for adjusting vehicle driveability based on an input from a vehicle operator, said method comprising:

determining a user selected drive setting corresponding to a first and second drive mode; and

utilizing predetermined throttle position versus pedal travel progression data based on said user selected drive setting, wherein a first drive mode defines throttle

positions that are greater than corresponding throttle positions of a second drive mode for pedal positions less than a first value and defines throttle positions that are less than corresponding throttle positions of said second drive mode for pedal positions greater than said first value.

12. (New) The method of claim 11 wherein said drive setting includes a third drive mode defining throttle positions that are greater than corresponding throttle positions of said first and second drive modes up to and beyond said first value.

13. (New) The control system of claim 1 wherein said plurality of selector settings includes a third drive mode defining throttle positions that are greater than corresponding throttle positions of said first and second drive modes up to and beyond said first value.

14. (New) The method of claim 6 wherein said plurality of driveability modes further includes a third driveability mode defining throttle positions that are greater than corresponding throttle positions of said first and second driveability modes up to and beyond said first value.